

What is claimed is:

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1. In a pneumatic tire comprising a tread portion having a plurality of blocks, each of which blocks having at least one sub-groove formed at a given inclination angle with respect to an equatorial plane of the tire, an improvement wherein a central main portion of the sub-groove is formed so that a groove bottom is inclined from a surface side of the block in a direction of a main stress applied from a road surface to the block.

2. A pneumatic tire according to claim 1, wherein the block is shaped in substantially a quadrilateral form and the central main portion of the sub-groove is extended along a short diagonal of the block.

3. A pneumatic tire according to claim 1, wherein the tire is used in a wheel producing a traction force as a main stress and the central main portion of the sub-groove is inclined from the surface side of the block toward the groove bottom in the direction of the traction force.

4. A pneumatic tire according to claim 1, wherein the tire is used in a wheel producing a braking force as a main stress and the central main portion of the sub-groove is inclined from the surface side of the block toward the groove bottom in the direction of the braking force.

5. A pneumatic tire according to claim 1, wherein the block is shaped into substantially a rhombic form and the central main portion of the sub-groove is arranged so as to extend along a short diagonal of the block.

6. A pneumatic tire according to claim 1, wherein the central main portion of the sub-groove has an inclination angle of 5-45° with respect to a vertical line drawn to the surface of the block.

7. In a pneumatic tire comprising a plurality of block rows each containing a plurality of blocks and being used for a steering wheel, the improvement wherein a central main portion of a sub-groove formed in each block of an outer block row when being mounted onto a vehicle is formed so as to incline in a direction of a side force and a central main portion of a sub-groove formed in each block of an inner block row when being mounted onto the vehicle is formed so as to incline in a direction

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of a braking force.

8. In a pneumatic tire comprising a tread portion having a plurality of blocks, each of which blocks being defined into substantially a quadrilateral form by two pairs of main grooves each having a different angle with respect to an equatorial plane of the tire and having a plurality of blocks, each of which blocks having at least one sub-groove crossing with the block, the improvement wherein at least a central main portion of the sub-groove is inclined substantially in the same direction as any one of diagonals of the block and is arranged at a position offset from the diagonal.

9. A pneumatic tire according to claim 8, wherein the central main portion is arranged so as to offset from the diagonal toward a side opposite to a forward rotating direction of the tire.

10. A pneumatic tire according to claim 8, wherein the central main portion of the sub-groove is arranged so as to offset from the diagonal toward a forward rotating direction of the tire.

11. A pneumatic tire according to claim 8, wherein the central main portion of the sub-groove in the block located in an outer region of the tread in a widthwise direction of a vehicle mounted with the tire is arranged so as to offset inward from the diagonal in the widthwise direction of the vehicle and the central main portion of the sub-groove in the block located in an inner region of the tread in the widthwise direction of the vehicle mounted with the tire is arranged so as to offset from the diagonal toward the forward rotating direction of the tire.

12. A pneumatic tire according to claim 8, wherein the tire is mounted onto a vehicle at a left side thereof and the sub-groove is arranged at a position offset from the diagonal toward a right side in the widthwise direction of the vehicle.

13. A pneumatic tire according to claim 8, wherein the tire is mounted onto a vehicle at a right side thereof and the sub-groove is arranged at a position offset from the diagonal toward a left side in the widthwise direction of the vehicle.

14. A pneumatic tire according to claim 8, wherein the block is

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substantially a parallelogram form and the central main portion of the sub-groove is arranged substantially in parallel to a short diagonal of the block.

15. A pneumatic tire according to claim 8, wherein the central main portion of the sub-groove is formed so that the groove bottom is inclined from the surface side of the block in a direction of a main stress applied from a road surface to the block

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16. In a mounting structure of a pneumatic tire, an improvement wherein the tire of claim 3 is mounted as a rear tire, the tire of claim 4 is mounted as a front tire, and both the tires are mounted onto the vehicle.

17. In a mounting structure of a pneumatic tire, an improvement wherein the tire of claim 9 is mounted as a rear tire, the tire of claim 10 is mounted as a front tire, and both the tires are mounted onto the vehicle.

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